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SITUATION REPORT OF THE ARMAMENT INSPECTORATE NETHERLANDS FOR 1941

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10 April 1941: 158 Dutch firms received armament orders. The status of orders as of 31 March 1941 was RM 724,872,000. New orders as of 31 March 1941 amounted to RM 47,881,000. Deliveries as of 31 March 1941 amounted to RM 34,424,000.

Important Armament Orders:

Dutch firm	As subcontractor for German firm	Product
Staatsbedrijf der Artillerie Inrichtingen, Hembrug	--	10 sound detectors of Dutch design
Jr. Ir. Cohen Constructiewerkplaatsen NV, Den Haag	--	50 heavy gun platforms
De Vries, Robbe and Co., Gorinchem	--	50 heavy gun platforms
Mach. Fabr. "Breda" v/h Bakker and Rueb, Breda	--	25 heavy gun platforms
Hoogovens, Vlaardingen	--	4 tons of ethylene glycol monthly
J. B. van Heyst and Zonen, Den Haag	Koerting and Mathiessen, Leipzig	1,104 searchlight parts
Philips Gloeilampenfabr, Eindhoven	Unknown contractor	121,000 tubes

Report on Production of Staatsbedrijf der Artillerie Inrichtingen:

12 centimeter high-explosive shells: Weekly production -- 400 rounds. Requests by the Navy for continued delivery of more than the planned 6,000 rounds could not be met because this would have hampered the production of 7.5 centimeter Vickers ammunition. The Army High Command intends to have this type of ammunition produced in Czechoslovakia, transferring the needed equipment and machine tools there, if possible. (Production difficulty is caused by cavitation of the metal).

7.5 Centimeter Vickers Anti-aircraft Shells: Production of complete shells is continuously increasing. Production for March 1941: 18,000 complete shells without fuses, 13,000 Tavaro fuses. The firm of J. B. van Heyst and Zonen, Den Haag, as a subcontractor for shell cases,

has reached a monthly capacity of 15,000 shell cases.

4.7 centimeter Boehler anti-tank shells: Orders by the Army High Command for 50,000 rounds as well as orders for ammunition parts placed with the Staatsbedrijf der Artillerie Inrichtingen, have been taken over by the Boehler firm in Enzersfeld.

4 centimeter Bofors anti-aircraft shells: A preliminary order for the fuzing of 10,000 shells per month was received. Difficulties arise from the fact that the Staatsbedrijf der Artillerie Inrichtingen and its sub-contractors had manufactured 4 different types of shell.

10.5 centimeter Bofors guns: Of the 15 pieces ordered, 5 have been completed.

7.5 centimeter Vickers anti-aircraft guns: Complete production is to go to the Navy. Of the 68 guns still to be delivered to the Navy -- an additional number was confiscated in May 1940 -- 37 are completed and final delivery is expected in September 1941.

4.7 centimeter Boehler anti-tank guns: The Army order for 100 pieces was reduced to 40, in order to speed up production of parts for the anti-tank gun 38. The remaining 60 pieces probably will be taken over by the Boehler firm.

7.5 centimeter Krupp guns: 12 were delivered.

8.1 centimeter mortars (Type "Stokes"): 76 were delivered.

Captured guns: 7.5 centimeter Vickers anti-aircraft and 9.4 centimeter Vickers guns were repaired. A large number of captured guns arrived to be checked at the Hembrug plant. 18 fire control instruments (mostly of the Vickers type) are under repair at the Delft plant, about 9 of which are considreed salvageable.

Machine guns: 1,000 Lewis 20 and 126 Schwarzlose 08 machine guns were delivered. Production on an order of 110,000 machine gun parts (3 different parts) will start in April. A contract for 20,000 carbine barrels is under production at a rate of 1,000 units monthly.

Sound detectors: 25 sound detectors of Dutch design were delivered.

Navy Procurement:

The following Dutch firms received large German Navy orders:

N. V. de Arnhemsche Stoomsleepvaart Mij, Arnhem	Ship engines, Type W-147
Dikkers and Co., Hengelo	Cast steel fittings and parts for submarines
N. V. Elektr. Machch.-Industrie, Utrecht	Small motors
Hazemeyer's Signaalapparaten, Hengelo	Fire control instruments for 7.5 cm AA-guns L/60
N. V. Maschinefabr. Hensen, Rotterdam	16-ton vehicles
Lonnecker, Hengelo	Spare parts for searchlights
Nedinsco, Venlo	Optical instruments
Philips concern	200-kilowatt radio receivers
Rotterdamsche Droogdok-Mij	Turntable with pivot drive
Batteriefabr. Heberholz, Utrecht	Batteries
Wilton-Fijenoord, Rotterdam-Schiedam	Turntable with pivot drive, engine parts
Shipyard Gusto	Parts and materials for torpedoes for S-boats 151-158 (Schnell-boote- speedboats?)

The following orders were given to shipyards:

(1) The shipyard P. Smit Jr. in Rotterdam received an order to build a new ice-breaker of the "Jääkarhu"-type.

(2) The following shipbuilding orders, resulting from the German-Soviet trade pact, were placed with Dutch shipyards:

2 seagoing steam-trawlers, valued at about 1,312,500 guilder	Nederl. Scheepsbouw-Mij.
2 repair ships, valued at about 13,700,000 guilder	Nederl. Scheepsbouw-Mij.
2 seagoing steam-trawlers, valued at about 1,390,000 guilder	Shipyard P. Smit Jr., Rotterdam
2 seagoing steam-trawlers, valued at about 1,298,000 guilder	Shipyard J. and K. Smit, Kinderdijk
2 seagoing steam-trawlers, valued at about 1,300,000 guilder	Verschure and Co., Amsterdam
1 bucket dredger, valued at about 1,109,000 guilder	Verschure and Co., Amsterdam

2 seagoing steam-trawlers, valued at about 1,297,000 guilder	Shipyard De Klop, Sliedrecht
2 bucket dredgers, valued at about RM 2,200,000	Shipyard De Klop, Sliedrecht
2 suction-pump dredgers, valued at about RM 2,000,000	N. V. Werf Gusto, Rotterdam-Schiedam
5 salvage ships of 75-ton carrying capacity, valued at about RM 6,000,000	N. V. Werf Gusto, Rotterdam-Schiedam
1 pontoon for a 100-ton crane, valued at about RM 1,400,000	N. V. Werf Gusto, Rotterdam-Schiedam

The following barge-construction projects were underway in Dutch shipyards:

5 "Gross Plauer" barges - 530 tons - at "De Hoop," Lobith

2 "Mittelland Canal" barges - 500 tons - at "De Haan and Oerlemans," Heusden

4 "Mittelland Canal" barges - 900 tons - at "De Groot and van Vliet," Slikkerveer

4 "Gross Plauer" barges - 800 tons - at "De Biesbosch"

5 "Gross Plauer" barges - 700 tons - at "De Haan and Oerlemans," Heusden

Air Force Orders:

1 flight control boat (aid to navigation and rescue service)	Rotterdamsche Droogdok Mij.
Lighting equipment	Philips Eindhoven
Aircraft parts	Waldorp, Den Haag
Ski landing gear	van Berkel's, Rotterdam

Possibilities of Shifting German Orders to Holland:

An analysis of different Dutch industries was made at the end of April 1941 by an industrial conference called by the German Plenipotentiary for Financed and Economics: Conditions are favorable in the textile industry, and suitable firms are going to be utilized at full capacity. A scarcity of raw materials and technical deficiencies limit the utilization of plants in the clothing industry. The plant equipment of the chemical industry is so deficient that only a limited shifting of orders to Holland is possible. For the leather industry, conditions permit a shift of orders to Holland if the raw materials can be made available. The wood-processing industry has good technical equipment, but it is fully

occupied with orders, the raw materials for which are not always available. The paper-processing industry has almost reached the limits of its production possibilities.

Labor Allocation:

The number of unemployed amounted to 118,995 jobless and 52,782 emergency workers (Notstandsarbeiter). Up to March 1941, a total of about 124,000 workers (85,000 regularly recruited and 39,000 "boundary crossers") had been recruited for Germany. Up to 2 April 1941, German armament industries requested 13,130 metal workers, but received only 8,888. Besides the workers sent to Germany, the following workers went to France: 10,000 construction workers for airfield construction and 2,000 to the French west coast for special Navy projects (Organisation Todt).

The problem of skilled workers became more and more acute. For that reason, the Germans worried about the fact that Dutch industry, especially the metal industry, had made little effort to train young workers. Statistics prepared by the Amsterdam office of the Armament Inspectorate Netherlands for the Amsterdam shipyards shows the following picture:

Firm	Number of workers productively employed	Apprentice workers
Nederl. Scheepsbouw-Mij, Amsterdam-Noord	1,494	80
Nederl. Dok. Mij. N.V., Amsterdam-Noord	1,351	20 (shipbuilding) 20 (engine-constr)
Amsterdamsche Droogdok-Mij, Amsterdam-Noord	1,100	62 (shipbuilding) 94 (engine-constr)
Verschure and Co., Amsterdam-Noord	627	25 (shipbuilding) 35 (engine-constr)
Amsterdamsche Scheepswerf, Amsterdam	107	--
Haarlemsche Scheepsbouw-Mij, Haarlem	190	15
Werkspoor N.V., Amsterdam-Oostenb.	4,000	620

Kromhout, Amsterdam 550 102

The German Air Force instituted a special training school with the financial assistance of the Fokker plant in Amsterdam. Graduates are at the exclusive disposal of German armament plants of the Air Force.

Transportation:

Acute transportation difficulties forced the textile industry, especially the Tilburg textile industry, to use teams of horses.

Fuel:

The destruction of the 70,000 cubic meter gas tank of the gas plant in Eindhoven did not affect the supply of the city and the Philips plant during the summer, but difficulties are anticipated for the winter.

Raw Materials:

The greatest problem for Dutch industry for 1941 is the conversion to new raw materials and the installation of raw material saving devices.

Air Attacks:

British air attacks increased considerably. Armament production was not hampered to any considerable degree. The attack in the middle of April against the Bataafsche Petroleum Mij. in Parnis resulted in the burning out of 6 gasoline tanks, 6 gas oil tanks, and 1 fuel oil tank; the total loss is estimated at 800 - 1,000 tons. No limitation in production and capacity resulted.

Strikes and Disorders:

Strikes and disorders in northern Holland were repressed by heavy fines and penalties including the death penalty. British propaganda pamphlets were well-received especially by the population of the island of Zealand.

Steel Scarcity:

The production of plant equipment (dies, machine tools, instruments) becomes more and more dependent upon the prompt delivery of high-speed cutting steel, since the supplies available in Holland, the so-called buffer stockpiles, have decreased considerably.

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SITUATION REPORT OF THE ARMAMENT INSPECTORATE NETHERLANDS, 12 MAY 1941

Report on production of the Staatsbedrijf der Artillerie Inrichtingen:

12 Centimeter high-explosive shells: The Army High Command gave orders that all available dies are to be kept at the disposition of the Skoda Works in Pilsen.

7.5 centimeter Vickers anti-aircraft shells: Production for April 1941 totalled 17,000 complete shells without fuzes and 21,000 Tavaro fuzes. The difficulties with time fuzes (high percentage of duds) were met by the redesign of the fuze by "Rheinmetall-Borsig AG." Another difficulty was caused by shell cases which did not fit the available Tavaro and time fuzes. Delay in deliveries is anticipated.

10.5 centimeter Bofors gun: Delivery delays, as reported for April, were not made up because of the priority rating given to the 7.5 centimeter Vickers anti-aircraft gun. Final delivery of the 15 pieces ordered is expected in July 1941.

7.5 centimeter Vickers anti-aircraft guns: 18 guns were delivered. The remaining 32 pieces will be delivered by 15 August 1941.

4.7 centimeter Boehler anti-tank guns: Of the 40 pieces ordered, 20 are in assembly. The delivery of carriages by the subcontractor "Doorne's Aanhangwagenfabriek" in Eindhoven was delayed.

Captured 7.5 centimeter Vickers anti-aircraft guns: The last 3 pieces under repair will be delivered during May.

Captured Vickers fire control instruments: Of the 18 pieces of Belgian and British construction, 6 of the British instruments are beyond repair.

Dies for Chief Armament Engineer 6: The rejection of dies caused a production delay of 4 weeks.

Gun platforms: Deliveries have been delayed by insufficient and belated deliveries of metal. The following firms have been named sub-contractors for gun platforms: de Vries Robbe and Co., Machinefabriek "Breda," and Escher's Construktiewerkplaatsen. All of them report shortages of rolled steel.

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Important armament orders:

Dutch Firm	as subcontractor for German firm	Product
Staatsbedrijf der Art. Inrichtingen	--	25 build-up barrels for 7.5 cm Vickers AA-gun Repair of 8 fire-control instruments Repair and completion of 20-9.4 cm Vickers AA-guns (delivered) and 20 7.5 AA-guns (delivered)
Philip's Gloeilampen-Fabrieken, Eindhoven		Sundry electrical supplies
van Berkel's Patent, Rotterdam	Karges-Hammer, Braunschweig	Unidentified equipment
N. V. Hazemeyer's Signaal-Apparaten	--	9 fire control instruments 2 fire control vehicles
Wilton-Fijenoord		100 liners for 7.5 cm AA-gun
" "	Bremer Vulkan	Processing of submarine engine parts
Werkspoor N. V.	--	Compressor parts, 1 boiler, 3,000 open freight cars, engines for ships and boats, searchlights, aircraft parts, accessories for minesweepers.
Kremhout Motoren Fabriek	--	ship engines and compound machinery, motor-generator sets, dynamo sets, aircraft parts, gears, jigs.

Important shipbuilding orders:

Dutch firm	Product
Nederlandsche Scheepsbouw-Mij. N. V.	8 motorboats, 1 ferry-pram, 3 destroyers, 10 river tan,-barges, 2 repair ships, 2 fishing vessels, 6 ships in different stages of production.
Nederl. Dok Mij., Noorder Ypolder	5 motorboats, rebuilding of 1 freighter, conversion of 1 fishing vessel into auxiliary minesweeper, repair of the 34th and 36th minesweeper flotilla, repair of 2 fishing vessels of the 13th minesweeper flotilla, 2 ships under construction, conversion of Dutch torpedo boat into a torpedo retriever, 1 floating drydock.

Dutch firm	Product
Verschure and Co.'s Scheepswerf en Maschinefabriek	1 motor boat, repair work for motor boat section, repair of 1 tugboat, construction of: 375-ton floating crane, 2 fishing vessels, 1 bucket dredger, 4 coal lighters
Amsterd. Scheepswerf, G. deVries-Lentsch	Conversion of ship into flight control ship, acid smoke carrier.
Haarlemsche Scheepsbouw-Mij.	4 tank lighters, motor tankers, 2 transport ships, 3 motor tank lighters, 3 seagoing tugboats.

Furthermore, 6 sea-going ships were put into service, of which 2 were captured ships and 3 were scheduled for early transfer to German ports.

For the completion of 2 more seagoing vessels, a special iron quota was applied for at the Reich Ministry for Transportation.

The following firms received Air Force orders: N. V. Philips-Eindhoven (special incandescent bulbs), Fokker plant, Amsterdam (spare parts for Junkers 52), Klingelnberg-Fijnwerk Rotterdam (turned aircraft parts), Enkes N. V., Vorburg (jamming devices for Junkers 88) and Rotterdamsche Droogdok Mij. (ship sterns).

Dutch firms with armament orders:

565 firms with 649 plants received armament orders.

Status of armament orders on 30 Apr 1941	RM 724,511,000
Status of New orders during April 1941	24,895,000
Status of deliveries during April 1941	25,608,000

Labor Allocation:

On 2 May 1941, German plants had requested the recruiting of about 12,000 metal workers, but received only about 9,700. For the "special project "Navy" (Sonderaktion Marine) 1,730 skilled workers were requested, of which 740 were allocated. By May 1941, the number of Dutchmen sent to France and Belgium was the following:

to France/West coast (for special construction work for the Navy)	44,262
to Belgium and France (for airport construction.)	15,708
	19,970

Food shortages resulted in production curtailment, in that workers quit in several instances.

Procurement of raw materials, semi-finished goods, and parts:

Iron and Steel: for the blast furnaces of the Ijmuiden plant, 160,000 tons of ore were procured from Northern France, 48,000 tons from Sweden, and unspecified quantities from Germany.

Metals: In order to familiarize Dutch industrialists with substitute materials, German experts were made available. The monthly delivery of 100 tons of aluminum from France could be secured. Preparations for a scrap drive were completed.

Mineral Oils: Increasing shortages in this field led to a reduction of the gasoline allocation for April and May together from a planned 10,000 tons to 8,500 tons. The Dutch firm regenerating used oil during April received 44,700 kilograms of used oil, and delivered 47,267 kilograms of new motor oil to the German Armed Forces.

Chemical Industry: The soda supply continues to be insufficient. Speedy expansion of electrolysis facilities for caustic soda and chlorine products is planned, in order that the resulting hydrochloric acid may be used for the production of fertilizer phosphates in Belgium. Furthermore, Holland's requirement of caustic soda is in this way to be covered by Dutch production.

Synthetic rubber: The State Mines in Limburg are engaged in the production of a rubber-substitute "Stamikol," which is similar to the German "Tiokol."

Transportation:

While railroad and water transportation was normal, an increasing limitation of highway transportation took place. This was caused by the increased fuel shortage and the confiscation of large numbers of trucks by the Plenipotentiary for Transportation.

Energy: The supply of electric power and gas depends on the availability of coal. Therefore, measures for the increase of coal production were taken.

Estimated coal supplies

Armament Plants	Supplies on	1 April 1941	an average of	2 months
	" "	31 May	" " "	10 days
Public Utilities	" "	1 April	" " "	1 month
	" "	31 May	" " "	15 days
Blast Furnaces	" "	1 April	" " "	30 days
	" "	31 May	" " "	0 days

In some cases, production was already now endangered and could only be continued by emergency deliveries of coal. The maintenance of production levels will be extremely difficult in the future.

Plant protection: Increased safeguards for plant protection have been taken, including a more severe visitors' check. Difficulties arose from the fact that insufficient German personnel was available to make the plant protection measures effective.

Technical Emergency Service: In order to repair damage of labor strikes (like the Amsterdam strike of February 1941), air attacks, etc., a Technical Emergency Service is planned for Holland which will be organized and financed by the Armament Inspectorate Netherlands.

Substitute materials for the textile industry: Since the Dutch Textile Industry was completely cut off from imports of raw materials, the industry converted to the use of flax, a product which was available at home.

SITUATION REPORT OF THE ARMAMENT INSPECTORATE NETHERLANDS, 12 JUNE 1941

After the promulgation of the production and consumption prohibitions in April 1941, production capacities became available in all industries. Since the conversion had been prepared before hand, additional orders could be placed immediately, especially in the electric and bicycle industries. But further restrictions of domestic Dutch production will be necessary in order to handle German priority orders.

Dutch firms with armament orders:

582 firms received armament orders.

Status of armament orders 31 May 1941	734,995,259.--RM
New orders during May	60,639,783.--
Deliveries during May	31,637,833.--

The total value of orders transferred to the Netherlands amounts to 1,580 million Reichsmarks.

Shipyards:

In order to utilize the capacity of Dutch shipyards which is not fully occupied by work for the German Navy, the construction of 15 ships for domestic shipping was started for the account of Germany.

Raw Materials:

New regulations for the use of scrap were issued, and objects consisting wholly or partly of copper, nickel, tin, lead, or their alloys were confiscated. Quotas for the use of scrap were established in order to decrease the consumption of iron and steel. The same quota system was established for pig iron. For cement, the German rationing system was extended to Holland, whereby construction work was subjected to priority classes valid for German territory: construction work for Armed Forces-priority 0, reconstruction-1, food economy-2, and civilian sector-3.

Energy:

Power production was unfavorably affected by the worsening of the coal situation. By the limitation of German coal deliveries as well as by the export of bituminous coal to Germany, the bunker coal of the gas plants decreased to an 8-10 day supply and in some gasplants even to

and 8-10 day supply and in some gas plants even to a 3-4 day supply. This situation continued throughout May and no improvement is in sight.

Labor allocation:

Up to 31 May 1941, a total of 141,476 Dutchmen were recruited and 44,803 were "boundary crossers." Up to the same date, 5,820 workers went for special construction work for the Navy to the west coast of France and 21,782 for airfield work to Belgium and Northern France. It became increasingly difficult to meet German requests for Dutch skilled workers.

Transportation:

A partial railroad embargo was declared for the last 10 days of May. Only fresh vegetables, cattle, and coal could be transported. The conversion from gasoline to generator-driven cars continued: 5,000 generator cars were in operation. They were exclusively buses, and trucks, since permits for automobiles were not issued.

Food situation:

A marked further deterioration of the food situation influenced the labor allocation, especially for overtime work.

SITUATION REPORT OF THE ARMAMENT INSPECTORATE NETHERLANDS, 12 JULY - 12 NOVEMBER 1941

Production of munitions:

7.5 centimeter Vickers anti-aircraft shells: With 15,000 rounds in June, production approached the required goal of 25,000 complete rounds per month.

12 centimeter high-explosive shells: Production hampering the completion of the 7.5 centimeter shells was discontinued after the completion of 6,000 rounds. The transfer of the production from the "Staatsbedrijf der Artillerie Inrichtingen" to the Skoda works in Pilsen took place.

12.7 millimeter Vickers machine guns ammunition: The high monthly production quotas set by the German high Command could not be met, for which reason all machines, tools, etc., were shipped to the Hugo Schneider AG in Leipzig.

New orders:

New orders given to Dutch firms covered especially machine tools, dies, gun and machine gun parts, and optical and precision instrument parts. There is little possibility of farming out orders in the future because of the great difficulties arising from long delivery delays.

Shipyards:

In addition to the 60 motor boats already under construction, 8 more are planned for construction by the following shipyards:

Verschure and Company	Amsterdam
Gebr. Pot	Bolnes
Nederl. Scheepsbouw. Mij.,	Amsterdam
J. and K. Smit	Kinderdijk

120 ferry prams are under construction at different yards, and 50 more are scheduled for production. Negotiations for the construction of 8 seagoing vessels of about 70,000 tons by Dutch shipyards are about to be concluded. New orders for the construction of 24 ships for German river navigation were given to 8 Dutch shipyards. For this construction program, 4,575 tons of shipbuilding materials were made available by Germany for the third quarter of 1941. For the fourth quarter, an allocation of 4,500-5,000 tons is scheduled. The placement of orders by 11 German shipping companies for 30 river-navigation vessels is planned. For 33 oceangoing fishing vessels, under construction at 6 Dutch yards, 6,000 tons of rolling-mill products were made available from Germany. The German-Russian war caused the cancellation of orders under construction for Russia, e.g., 2 repair-ships at the Nederlandsche Scheepsbouw-Mij. and a 350-ton floating crane.

Dutch firms working on German armament orders:

On 30 June 41,638 Dutch firms worked on important armament orders for Germany.

Status of armament contracts as of 30 June 1941	RM 766,753,825
New orders for June	" 72,386,560
Deliveries	" 41,876,947

The 30 June and 31 October 1941 status of important armament orders is broken down as follows:

Requiring authority:	Product	Value in RM: 30 June 1941	31 Oct 1941
German Army High Command	Arms, munitions, equipment, and machines: Repairs	35,695,000	66,813,000
German Army High Command (Army Administration Office)	Textiles, leather	32,000	16,275,000
Navy High Command	Ships, weapons, instruments, etc. Motors, machines Repairs	495,143,000) 3,383,000) 8,370,000)	526,411,000
Navy High Command (Procurement Office)	Textiles, leather	1,003,000	1,285,000
Special Task Force Siebel	Ferry prams	1,925,000	2,118,000
Reich Minister for Aviation and Air Force High Command	Airplanes, weapons, instruments Ships Repairs	124,437,000) 3,140,300) 125,000)	84,307,000
Reich Minister for Aviation (Procurement Office)	Textiles	334,000	598,000
Field units	Repairs	14,000	15,000
Armed Forces High Command, for all 3 Armed Forces Branches	Communications instruments equipment	16,637,000	142,474,000

Coal deliveries to Germany:

Of the 200,000-ton June quota, only 104,000 tons were delivered. Therefore, a special Sunday-output of 44,000 tons was scheduled for delivery on the June quota. The deficit of 52,000 tons can be delivered only during July-August. For July, August, and September, the monthly delivery quota to Germany is 259,000 tons. It is pointed out that only if there will be no further deliveries to Germany during the period October-December, it will be possible to carry out the coal rationing program in Holland. In order to carry out the delivery goal until the end of September, considerable quantities will have to be taken from domestic fuel stocks.

SITUATION REPORT OF THE ARMAMENT INSPECTORATE NETHERLANDS, 12 AUGUST 1941

The results of a questionnnaire sent to about 5,000 Dutch industrial plants showed that a considerable number of medium-sized machine-building firms had not received German orders and that they had received very few subcontracts. Therefore, production for Dutch needs was again cut down in order to free industrial capacity. Past experience showed that the impression in Germany that Dutch industry had reached the limits of its production potential is wrong: it has been possible to supplement the production potential of the Reich again and again by unused Dutch production capacities, i.e., new capacities aside from the production facilities which became free by the completion of orders. A procurement conference held in July 1941, with German order-firms and Dutch suppliers as participants, showed that from the German side there was a very strong demand for the production of machine parts and for the processing of unfinished parts. In Holland there existed free capacities for machines for the food processing industry, for dressing and construction machinery, chemical equipment and machines, machine castings, steam engines and boilers.

Munitions Production:

4.7 centimeter Boehler anti-tank gun: Delivery of 40 guns within 2 months.

Shipyards:

Of the 10 tank barges for Krupp, 8 were delivered. For the completion of an order for 59 ferry prams, a good six months will be needed. The yard N. V. Werf Gusto in Schiedam received an order for 8 large speed boats, valued at RM 400,000 each. Yard capacity not utilized by Navy orders was used, by the placement of orders for 17 river navigation vessels for 5 German shipping firms. Construction projects underway at Dutch shipyards for Russia were taken over by the German Navy. These consisted of: 10 fishing vessels, 2 repair ships, 3 floating steam bucket-dredges, 2 floating steam suction-dredges, 5 salvage ships, 4

complete ships, power plants, including: boilers, 800 horsepower piston-type steam engines, auxiliary and deck machinery. The production of 6 floating coal-loading installations was continued by the Reich Ministry of Economics for use in Russia.

Dutch firms working on German armament orders:

On 30 July 1941, 678 Dutch firms worked on important war orders for Germany.

Status of armament contracts as of 30 July 1941	RM 807,426,000
New orders for the month of July 1941	RM 115,304,250
Deliveries " " " " " "	RM 31,781,250

Total value of German orders 1 September 1940 - 30 June 1941:

The total value of German orders placed in or transferred to Holland which were reported to the Central Procurement Office (Zentral-auftragsstelle-ZASt) amounted to RM 1,884,771,000., for the period 1 September 1940 to 30 June 1941.

Raw material bottlenecks:

Delivery difficulties for alloy steel from Germary to Holland resulted from the fact that German steel firms were unable to deliver high-speed cutting steels, especially tungsten-alloy steels, because of a new export regulation. High-priority work in Holland was thereby hampered. The aircraft factories "Fokker," "Aviolanda," and "De Schelde" experienced special difficulties in the procurement of raw materials and machinery materials.

Power and coal supply:

In order to secure the delivery of 250,000 tons of coal per month to Germary, a 25% cut in the consumption of gas and electricity was ordered. Furthermore, it was decided that no coal was to be delivered during August to plants which were not engaged in important armament work. The coal supplies of the leather and textile industries will be used shortly. The future placement of orders will be extremely difficult.

The coal procurement situation for Holland is as follows (it must be remembered that the coal stocks have been completely used up, and that all deliveries, therefore, must be made from new production):

Estimated production for August in Dutch Limburg, less the consumption of mines	1,054,200 tons - 63,200 "
	991,000 "
used for coking	- 223,000 "
	768,000 "
coke yielded	167,250
available	935,250
less delivery to Germany	- 250,000 "
available for consumption in Denmark	685,250 "
normal consumption for August 1941	860,000 "
Coal deficit	- 174,750 "

(Present total consumption for the Netherlands is 960,000 tons, of which 100,000 tons are covered by imports from Germany and Belgium; during 1937/38, consumption amounted to 1,025,000 tons.)

Dutch consumption, especially industrial consumption, will have to be curtailed correspondingly. An additional cut in the already low allocation of domestic fuel was even in the opinion of the Commander of the Armed Forces, inadvisable.

According to the figures of the Dutch Central Office for Statistics, the production of bituminous coal for the first quarter of 1941 amounted to 3.42 million tons (including small coal) compared to 3.11 million tons for the first quarter of 1940 and 3.50 million for the fourth quarter of 1940. Imports for the first quarter of 1941 were 0.47 million tons, compared to 1.10 million and 0.40 million tons for the first and fourth quarters of 1940 respectively.

Exports for the first quarter of 1941 amounted to 0.64 million tons compared to 0.81 million tons and 0.92 million tons for the first and fourth quarters of 1940 respectively.

Number of mine workers:

31 March 1940	32,268
31 December 1940	37,749
31 March 1941	38,872

Production during the first quarter of 1940 was 10% higher than during the corresponding period in 1940, but 2% lower than during the last quarter of 1940.

Production of crude lignite

1st quarter of 1940	40,300 tons
4th " " "	50,400 tons
1st " " 1941	55,500 tons

The number of workers employed in the lignite industry as of 31 March 1941: 159.

Up to 31 July 1941, 107,397 workers went to work in Germany (this figures does not include 52,232 "boundary crossers" residing in Holland, but working in Germany). The vocational breakdown of these workers was as follows:

Skilled metalworkers	13,855
Shipyard workers	2,152
Skilled construction workers	16,001
Underground-construction workers	27,302
Agricultural workers	9,867
Railroad workers	5,892
Craftsmen	2,419
Women	3,964
Others	25,945
	107,397

Besides the workers sent to Germany, about 30,000 skilled and semi-skilled Dutch construction workers were engaged in military construction work in Northern France and on the west coast of France. About 40,000 men were engaged in important war construction work in Holland. Since the repair workshops of the army motor pool in Holland were not used to full capacity, it was decided that 1,000 auto mechanics were to be transferred to army repair workshops in Germany.

Transportation:

The number of trucks converted to generator fuel increased to 7,917 using the following fuels:

1,760 trucks	Wood
2,710 "	Peat
3,325 "	Anthracite
122 "	Peat Coke

It was decided to convert to gas generator drive about 200 tugboats provided with 70 horsepower diesel engines which made redesign of the

meters to gas drive necessary. The fuel to be used was almost exclusively anthracite. It is stated that the only disadvantage of the conversion is the need for a small amount of gas oil for ignition purposes (the amount needed amounts to 10-15% of the normal operational consumption of diesel engines.)

Transportation statistics:

Dutch railroad net end of 1939	3,314	kilometers
Single-track railroad	1,629	kilometers
Double-track railroad	1,685	kilometers
Number of baggage cars	1,246	
Number of closed freight cars	11,027	with a capacity of 163,666 tons
Number of open freight cars	15,829	with a capacity of 292,907 tons
Number of passenger cars	1,485	

Electric street cars: The net consisted at the end of 1938 of 767 kilometers of single-track lines and 358 kilometers of double-track lines. The streetcar companies had 3,217 freight cars with a capacity of 30,130 tons, 291 trucks with a capacity of 1,223 tons, and an undetermined number of autobuses.

Highway system:

Highway net: about 26,000 kilometers.

Motor vehicles, 1938

Motorcycles	60,301
Private automobiles	91,000
Autobuses	4,088
Trucks	50,988
	206,377

Water transport: Length of large rivers: 1,156 kilometers.

2,237	km	navigable	for	ships	with	a	capacity	of more than	1,200 tons
1,573	"	"	"	"	"	"	"	700-1,200	tons
2,237	"	"	"	"	"	"	"	400- 700	tons
2,802	"	"	"	"	"	"	"	200- 400	tons
4,498	"	"	"	"	"	"	"	100- 200	tons
5,745	"	"	"	"	"	"	"	50- 100	tons
7,646	"	"	"	"	"	"	"	20- 50	tons

Number of ships as of January 1939: 19,280 with a capacity of 3,846,602 tons, part of which was exclusively engaged in Rhine shipping activities.

APPROXIMATE TRANSPORTATION OUTPUT

Freight Transport

Kind of transportation	Year	No of tons	No of ton-kilometers
Railroads	1938	9,500,000	1,250,000,000
Electric streetcars	1938	1,551,000	75,000,000
Highways	1935	?	1,500,000,000
			2,825,000,000 t/km

Waterway Traffic

Kind of transportation	Year	No of tons	No of ton-kilometers
Tramp shipping	1938	9,500,000	1,500,000,000
Company-owned shipping (Eigen Transport)	1933	10,000,000	1,500,000,000(estimated)
Scheduled barge transportation	1935	7,250,000	400,000,000
Scheduled transportation	1935	2,500,000	250,000,000 (estimated)
			3,650,000,000 t/km

Total freight transport: 6,475,000,000 t/km

Highway transportation in normal times amounts to about 25% of total freight transportation, according to the above statistics and estimates.

Size and composition of the Dutch inland navigation fleet
(Statistics by "Central Statistical Office of the Netherlands.")

By 9 May 1940, the inland navigation fleet comprised 20,076 ships of 4,454,489 tons.

They were based in the following districts:

Leuwarden	1,448	ships	of	95,117 tons
Groningen	1,375	ships	of	130,106 tons
Veendam	1,845	ships	of	154,637 tons
Meppel	590	ships	of	72,705 tons
Zwolle	1,074	ships	of	123,823 tons
Nijmegen	845	ships	of	306,068 tons
Dordrecht	1,655	ships	of	334,588 tons
Venlo	23	ships	of	8,318 tons
Maastricht	168	ships	of	68,199 tons
's-Hertogenbosche	390	ships	of	202,125 tons
Breda	972	ships	of	313,436 tons
Terneuzen	522	ships	of	128,524 tons
Rotterdam (without city of R.)	1,357	ships	of	223,747 tons
Rotterdam city	2,916	ships	of	1,436,836 tons
Leiden	397	ships	of	25,467 tons

Utrecht	486	ships	of	43,904 tons
Amsterdam (without city of A.)	581	ships	of	38,498 tons
Amsterdam city	1,902	ships	of	262,087 tons
Haarlem	359	ships	of	50,844 tons
Alkmaar	408	ships	of	33,539 tons
Abroad	683	ships	of	389,808 tons
Unknown	2	ships	of	451 tons
Amersfoort	80	ships	of	11,608 tons

The number of ships available for inland navigation by Aug 1941 is estimated to be about 2,000 ships lower than the figure for 9 May 1940.

During the period 15 August 1940 to 30 November 1940, the following booty was distributed by the Armament Inspectorate Netherlands according to war-economic principles:

	Bales, individual parts, No of pieces	Raw materials kilograms	Finished products kilograms
Grains, fodder	300	13,190	--
Animal products	1,691	--	1,047
Milk products, oils, fats	3,147	3,937,228	4,948,693
Eggs	1	--	--
Wood	1,398	--	--
Garden and vineyard products	10,516	12,825	761,126
Wool and other animal hair	69	16,632	516
Cotton	1,341	--	--
Cotton yarns and textiles	65	171	--
Clothing	132	736	1,502
Bast fiber	9,263	43,395	381
Metals	26,264	13,480	4,392
Iron and steel	1,250,492	--	258,189
Industrial fats	32	7,471	--
Leather	14	--	--
Rubber and asbestos	818	50,000	--
Mineral oil	592	--	--
Chemicals	3,729	189,552	3,700
Tobacco	180	--	--
Furs	21	--	--
Paper, packing materials	10,451	--	604,752
Technical products	134	--	7,395
Sundry products	202,440	780	34,385
Coffee	1,013	--	--
Stone and earth products	175	14,825	--

During the period 1 December 1940 - 31 July 1941, the following booty was distributed by the Armament Inspectorate Netherlands according to war-economic principles:

	Raw Materials kilograms	Value Reichsmarks	Finished Products kilograms	Value Reichsmarks
Grains, fodder	--	--	5,007	2,672
Animal products	1,000	3,623	240,029	38,543
Milk products, oils, fats	53,116	16,091	29,943	25,434
Eggs	--	--	37,697	16,889
Wood	--	--	44,392	90,266
Garden and vineyard products	5,000	1,527	792,811	919,330
Wool and other animal hair	53,887	11,707	159	1,954
Cotton	--	--	47	100
Cotton yarns and textiles	--	--	246,031	558,222
Silk, rayon, staple fiber	--	--	1,408	3,978
Clothing	--	--	21,405	65,309
Bast fiber	--	--	27,507	27,338
Metals	--	2,177	942,479	168,704
Iron and steel	885,137	174,007	1,175,645	734,913
Industrial fats	--	--	11,430	6,436
Leather	1,600	2,054	89,998	28,881
Rubber and asbestos	1,968	1,682	59,207	46,665
Mineral oil	12,500	2,585	--	28
Chemicals	8,335	1,341	648,995	427,118
Tobacco	199	201	3	553
Coal	--	--	2,500	96
Paper, packing materials	--	--	1,755,957	953,326
Technical products	--	--	778,884	1,204,387
Sundry products	--	--	238,689	410,191
Precious metals	--	--	66	1,022
Coffee	93,949	113,645	--	--
Stone and earth products	4,731	900	502,111	14,544

SECRET

SITUATION REPORT OF THE ARMAMENT INSPECTORATE NETHERLANDS, 12 SEPTEMBER 1941

General remarks:

The request to export 250,000 tons of coal to Germany during September, endangered seriously the expansion of armament industries and the execution of transferred armament orders. The new requirements of the expanded Air Force program were to be met by Dutch production facilities. Coal had to be rationed again. Only the most important and efficient plants of the following industries received coal supplies: stone and earth products, paper, textiles, leather, chemical, glass, ceramics, technical oils and fats. For example, the coal allocation of the textile industry was curtailed by 30%, stone and earth products by 50%, and paper by 40%. Despite these drastic cuts, stockpiling of coal for the winter months by the gas and electricity plants was not possible. A further production limitation which will include even important armament plants will become necessary.

Munitions:

Production by the Staatsbedrijf der Art. Inrichtingen of 7.5 centimeter Vickers anti-aircraft shells now meets the requirements.

Guns:

Delivery of 7.5 centimeter anti-aircraft guns to the Navy is on schedule.

Shipyards:

Navy orders increased: 72 motor boats and 24 fleet torpedo boats were under construction. The ferry pram construction program will be expanded by an additional series of 100 ferry prams. Twelve new orders were placed for inland navigation ships, for the account of German shipping companies.

Production bottlenecks are caused by a lack of raw materials, fuel, machine tools, construction materials, skilled workers, and the reduced electricity, gas, and coal allocations.

Orders placed in Holland:

On 31 July, the total amount of German orders transferred to Holland was RM 1,981,000,000.

SECRET

Scrap Drive:

The scrap drive in Dutch households does not come up to expectations. Instead of the expected 8,000 tons, only about 4,000 tons were collected.

Supply of energy:

The 25% cut in the consumption of electricity and gas led only to savings from households, but did not lead to any substantial savings from industrial plants. Therefore, industries have to be partially shut down, especially plants of the leather and textile industry.

Coal:

During each of the months of June, July, and August, 210,000 tons of coal were exported to Germany, which brought the Dutch economy into extreme difficulties. The ration for domestic consumption amounted to only one fourth of the quota granted households in Germany. Therefore, serious difficulties are expected in the civilian sector during the winter.

Exports of raw materials to Germany during August 1941:

Pig iron	9,250 tons
Tin	5 "
Copper alloys	142 "
Asphalt	4,900 "
90% commercial benzol	895 "
Toluol	85 "
Creosote oil	2,830 "

Labor Allocation:

The increased transfer of German orders to Holland led to a considerable shortage of skilled workers, so that Dutch plants raided each other for the available supply of skilled manpower. While this condition existed, the number of jobless increased somewhat to about 106,000.

The opposition of the Dutch population is explained 1) by the dissolution of the Dutch labor unions, 2) the decrease in food rations, and 3) lack of cooking gas and coal for domestic use.

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SITUATION REPORT BY THE ARMAMENT INSPECTORATE NETHERLANDS 11 OCTOBER 1941

General remarks: The coal situation and the related 25% cut in electricity allocation induced Dutch industry to take a stronger interest in German orders and especially in armament orders. Therefore, the Central Produceremnt Office asked again to be granted a coal quota, in order to exercise stronger influence in the allocation of coal to the individual Dutch plants, the same way as was the case with the most important raw materials.

Munitions: The delivery of Vickers 7.5 centimeter anti-aircraft shells met difficulties due to the shortage of propellent powder and defective time fuses. New orders consi- d mainly of parts for 8.8 centimeter anti-aircraft guns, machine tools, and parts for fire control equipment.

Shipyards: Up to the end of the second quarter of 1941, shipyard capacity not employed on Navy orders was utilized for the construction of 63 ships for inland navigation, for which to date about 12,500 tons of ship construction materials were allocated. For the fourth quarter, the placing of new orders, especially for the construction of tankers, is planned. Workers at the De Schelde shipyard in Vlissingen refused to work overtime.

Supply of raw materials:

Iron and steel: The total monthly quota for Holland has been decreased from 29,000 tons to 26,000 tons as the deliveries from Germany have been cut from 13,000 to 10,000 tons because of the difficult supply situation there. This cut is serious, not only because of the quantity involved, but also because it limits Holland's possibilities for procuring the different kinds of iron and steel it needs for its production. Furthermore, the import of German finished products was curtailed and the delivery time for these products extended. Cuts in civilian consumption of finished iron and steel products will make up only partly for this curtailment.

Non-ferrous metals: The elimination of the German export quota for Holland will also affect this sector of the Dutch economy.

Mineral oil: The requirements for military operations in Russia necessitate an extraordinary restriction of fuel consumption, a condition which will make the armament tasks of the Dutch economy extremely difficult. The lack of industrial oils and fats makes further production limitations and conversion to substitutes necessary, especially in the textile industry. Of the 150 plants of the soap industry, only 26 will receive further coal deliveries.

The rubber industry is likewise characterized by shortages. The supply of bicycle tires is so insufficient that only the most urgent requirements of workers in important armament plants can be met. Therefore, beginning with January 1942, it will be necessary to import either raw materials or 60,000 tires per month from Germany.

The coal situation continued to be serious. The coal supplies of the gas and electricity plants increased only slightly.

Delivery of raw materials and finished products to Germany during September 1941:

Iron and Steel	
Pig iron	12,464 tons
Industrial Scrap	
Iron and steel	4,409 "
Scrap iron	2,883 "
Booty Scrap	
Iron and steel	1,730 "
Alloy scrap	1,365 "
Metal scrap	185 "
Copper alloys	325 "
Coal and coke	145,703 "
Peat (white peat)	4,050 "
Lube oil	1,813 "
Asphalt	3,850 "
90% commercial benzol	809 "
Crude naphthalene hot pressings	523 "
Anthracene residue	242 "
Toluol	136 "

Creosote oil	2,203 tons
Stearine (stearine flakes)	160 "
Neat's-foot oil	16 "
Oils and fats	500 "
Fatty alcohol	22 "
Motor vehicle tires	2,055 units
Textile scrap	297 tons
Straw-cardboard and paper	22,196 "
Military shoes	161,250 pairs

Labor allocation: In 189 Dutch plants direcly supervised by the Armed Forces units of the Armament Inspectorate on 31 August 1941 were employed: 98,136 Dutch men and 14,128 Dutch women, 659 German men and 100 German women, as well as 483 male workers and 228 female workers of sundry nationalities.

Conversion to generator drive:

Half of the Dutch trucks and autobuses in use have been converted to generator drive.

Total number of vehicles with generators: 8,235.

of which were trucks	7,247
of which were autobuses	843
of which were automobiles	163

It will be possible to put into operation during the coming winter an additional 500 wood-burning generators, 1,000 peat-burning generators, and 1,300 anthracite-burning generators.

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SITUATION REPORT OF THE ARMAMENT INSPECTORATE NETHERLANDS, 12 NOVEMBER 1941

General remarks: The scarcity of coal dominated the activities of the Armament Inspectorate. The coal ban for the armament-wise unimportant plants did not result in the necessary fuel saving. It was therefore ordered that the supply of electricity to these plants be cut drastically. The present status of the Dutch economy reminds one of the early war months in Germany, when the demands on industry increased on the one hand, and the lack of coal and electricity limited the number of plants engaged in armament production on the other. Furthermore, an increased demand by heretofore unknown subcontractors for larger allocations of electric power made itself felt.

Munitions: The production of 7.5 centimeter Vickers anti-aircraft shells did not meet the requirement. The difficulties met in the production of time-fuzes have not yet been eliminated.

Machine tools: Very valuable production capacity has remained unused.

Coal production: The production of bituminous coal in October amounted to 42,800 tons per workday.

Shipments of materials to Germany in October:

Iron and steel	
Pig iron	3,898 tons
Industrial scrap	
Iron and steel	3,679 "
Scrap iron	1,083 "
Booty scrap	
Iron and steel	697 "
Alloyed scrap	1,515 "
Metal scrap	103 "
Non-ferrous metals	
Copper alloys	662 "
Coal	
Coal and coke	145,247 "

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Peat	3,840 tons
Mineral oil	
Lube oil	1,252 "
Asphalt	5,011 "
90% commercial benzol	942 "
Crude naphthalene hot pressings	400 "
Anthracene residue	175 "
Toluol	71 "
Creosote oil	1,192 "
Degreased benzol	200 "
Industrial oils and fats:	
Neat's foot oil	10 "
Fat alcohol	42 "
Alein /sic - olein?/	5 "
Rubber and asbestos:	
Motor vehicle tires	90 units
Textiles, rags, and waste:	
Colored/white	231 tons
Straw cardboard and paper	2,455 "
Twine	800 "
Cow hair	54 "
Leather:	
Leather waste	198 "
Sole leather	2 "
Women's work shoes	18,000 pairs
Street shoes	48,988 "
Patent leather	10 tons
Miscellaneous:	
Industrial diamonds	72.90 carats
Gem diamonds	40.00 "

Labor: Application has been made for 27,845 Dutch workers to be sent to Germany; filling these will be difficult, because few of the available unemployed possesses the necessary skill or health.

While 20,022 workers went to Germany during the months August-October 1941, 3,519 returned to Holland, their contracts broken.

Training schools for instruction in metalwork have begun. 300 students are currently being instructed. The students, upon entry, pledge themselves to serve one year in Germany, unless there are sociological conditions warranting exception of this duty.